



# Idaho Aviation Festival reaches new heights

**By: Darla Christenson, ITD Public Affairs Specialist**

A helicopter landing on 9<sup>th</sup> street, flight control simulators, and pop bottle rockets were among the sights at the 13<sup>th</sup> annual Idaho Aviation Festival in Boise. Held March 10-12, the festival attracted more than 600 people who came to learn about aerospace technology, industry trends and to earn pilot safety certifications.

Some came only to make flying contraptions powered by rubber bands. Saturday's agenda included hands-on activities for all ages and backgrounds.

From the very familiar paper airplane to the lesser-known Goddard Rocket, aspiring astronauts and rocket scientists launched their creations in the main lobby of the Boise Centre on the Grove. Civil Air Patrol cadets and advisors helped with design and construction.

"We're reaching out to people of all ages," said Frank Lester, ITD Division of Aeronautics. "If we can get the kids interested in aviation at a young age, they'll be hooked for life."



**Eli King, 6, gets help from dad Bill in preparing a pop bottle rocket for launch.** (Photo by Darla Christenson)

Reaching out to the public was a theme echoed throughout the festival.

"We need to change the way we interact with the public," said Alan Klapmeier, co-founder and CEO of Cirrus Design and speaker at the



**Trade Show attendees visit one of the many display booths during the Idaho Aviation Festival.** (Photo by Darla Christenson)

**See Aviation Festival**

**Continued on page 4**

**INSIDE**

# Radio Chatter

By: Frank Lester, Safety/Education Coordinator



**From the  
Aeronautics  
Administrator -  
Update: Boulder  
White-Cloud  
Wilderness**

We have successfully negotiated the following language with Congressman Simpson's office for inclusion in the Central Idaho Economic Development and Recreation Bill which will create the Boulder White-Cloud Wilderness.

***"Nothing in this Act shall be construed to restrict or preclude access by aircraft of existing or future public or private airports or landing areas located on or adjacent to the Boulder White-Cloud Management Area or wilderness designated by Title III."***

Bob Martin

## **Idaho author/pilot/publisher receives endorsement from Recreational Aviation Foundation**

The Recreational Aviation Foundation (RAF) was formed by a group of pilots from western states in response to a disturbing trend to exclude general aviation from public lands through closures of backcountry airstrips. They saw as their mission the need to Maintain and Preserve Existing Airstrips, Acquire New Airstrips, and Promote Safety in the Use of these Airstrips. In keeping with this mission the RAF recently announced that it is endorsing and supporting a new work

by Idaho's noted author and pilot Galen L. Hanselman.

Galen has received widespread acclaim for his pioneering work in educating and promoting aviation safety in his backcountry flying guides: Fly Idaho!, Air Baja!, and Fly the Big Sky!

Four years ago, he started a new guide to Utah's backcountry airstrips. The research involves flying to each of the airstrips, photographing them, landing (if possible), surveying, and documenting the findings. Collecting stories and recording histories of these mysterious places adds to the lore as well.

Galen describes his early Utah findings: "During the uranium boom of the 1950's, many airstrips were carved across the fabulous desert landscapes of the Southwest to shuttle men and supplies in support of the mining industry. There were airstrips on top of airstrips back then, but 65 years of neglect turned many of these outposts back into desert. The Utah Back Country Pilots Association ([www.utahbackcountrypilots.org](http://www.utahbackcountrypilots.org)) provided a list of over 260 largely uncharted airstrips that I've been exploring. I'm finding that many of the airstrips are now overgrown and unusable in their present condition, yet, a good number remain usable and many more could be made so with only minimal improvements. With dramatic approaches and unmatched solitude, these airstrips represent some of the most spectacular aviation destinations in the U.S. At a time when airports are

disappearing on a daily basis, being able to add many of these airstrips back to the aeronautical charts would be a monumental feat."

He soon realized that this project was of a far greater magnitude than his previous endeavors.

"I felt like a paleontologist discovering that the fossilized bone I had just found was attached to a complete dinosaur. It was a tremendous find, but now I had an entire dinosaur to dig up. I'd been personally financing this project since it began, but when I understood its scope I realized I needed some help. I had the inspiration and certainly the perspiration, but to continue I needed some financial backing."

Hanselman took a break from his flying long enough to apply for some assistance. Fortunately, the Pennsylvania-based Wolf Aviation Fund, took an interest in what he was "digging up" in Utah.

Rol Murrow, Wolf's Executive Director, said, "His proposal caught the attention of our selection committee because small, privately owned airstrips and those on remote public lands are among the most endangered airports in America today. These airstrips not only

## **Radio Chatter**

**Continued on page 3**



# Radio Chatter

Continued from page 2

offer emergency access to rural and remote areas but also provide recreational access with a minimum of environmental impact. Airstrips are truly trailheads without roads. We also believe the new methods Hanselman is developing to assess the safety of these airstrips will be useful in evaluating airstrips everywhere. We feel that his work will reduce the risk of accidents by providing critical information to pilots. We at the Wolf Aviation Fund urge pilots everywhere to support the preservation of these backcountry airstrips.”

RAF spokesman, Karl Spielman added: “The benefit of Galen’s publications go beyond that of a typical travel guide. His books not only bring an awareness of the existence and importance of these relatively unknown airstrips, but the stories he passes along preserve and enhance our aviation heritage. In addition, we hope that some day many of these airstrips will be included in aviation databases, and available to cross-country aviators as an emergency airfield network. We are excited to have him working on this project and encourage others to contribute to his work as we have done. The RAF is assuming a lead role in saving backcountry airstrips and creating new ones across the western U.S. Our Foundation works with the BLM, Forest Service and private individuals to preserve and, in some cases, actually acquire recreational flying opportunities.”



**Galen Hanselman** (Photo courtesy of Q.E.I. Publishing)

Tax-deductible contributions to support Hanselman’s project, or the work of the RAF on future projects to enhance and legitimize backcountry flying, can be sent to:

**Recreational Aviation Foundation  
1711 W. College Street  
Bozeman, MT 59715**

Please include a note to indicate how you wish your contribution to be used. RAF will furnish a receipt confirming the tax-deductible status of your contribution. For more information on the RAF, visit [www.recreationalaviationfoundation.org](http://www.recreationalaviationfoundation.org) or call 406-587-5516.

The **Rudder Flutter** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is scheduled for publication by the 15<sup>th</sup> of January, April, July, and October. Submissions for publication in a particular issue are due in this office 30 days prior to the publication date of that issue.



## **Idaho Transportation Department**

**Governor Dirk Kempthorne**

**Director David Ekern**

**Aeronautics Administrator Robert Martin**

## **Aeronautics Advisory Board**

**Chairman Rodger Sorensen**

**Members Robert Hoff, Kathy Miller,  
Scott Patrick, and Ralph Stout**

## **Division of Aeronautics**

3483 Rickenbacker St.

Boise, ID 83705 208/334-8775

**Rudder Flutter Editor:** Frank Lester

Email: [frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov)

**Assistant Editor:** Tammy Schoen

Email: [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)

**Graphic Design:** Pauline Davis

Email: [pauline.davis@itd.idaho.gov](mailto:pauline.davis@itd.idaho.gov)

**Website:** <http://www.itd.idaho.gov/aero>



# Aviation Festival

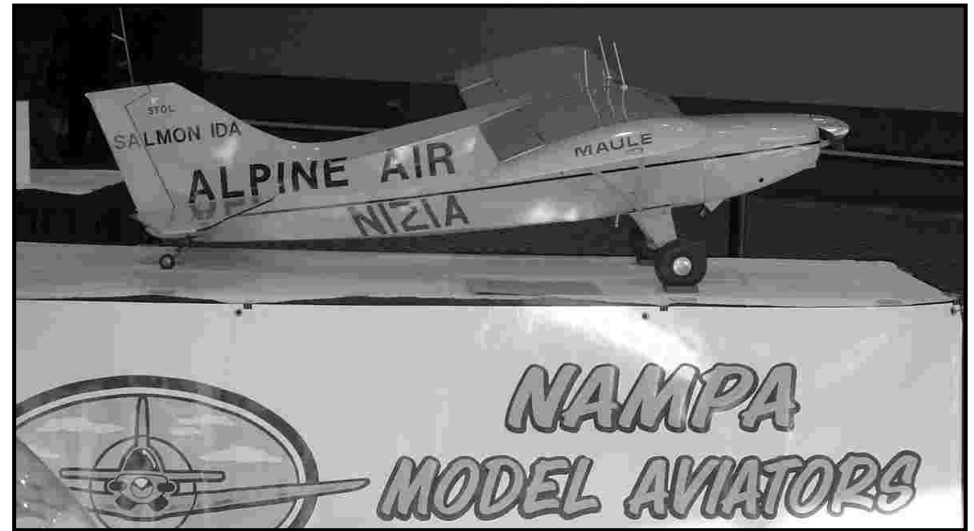
Continued from page 1

festival's kick-off luncheon. "We ought to recognize that other people aren't airplane nuts like us."

"Aviation has its own language and set of acronyms," he said, "and making it accessible and easy to understand is the key to involving more people in aviation, licensing more pilots and selling more aircraft."

The general aviation industry is in a "grow or die" scenario, Klapmeier told luncheon attendees. "We have a unique advantage of being important to people, so we just need to figure out how to grow. If more people would fly, what would that mean to the industry?"

A career forum, which attracted more than 50 students, parents, and adults looking for a change in career, was another venue for introducing aviation to non-pilots. A panel of presenters included pilots, an air traffic controller, a flight attendant, flight schools, and military representatives. Together, they offered a real-world look at educational costs and training requirements necessary to break into a



**Nampa Model Aviators' display at the Idaho Aviation Festival Trade Show.**

(Photo by Tammy Schoen)

career in aviation. They also infused the crowd with a sense of excitement and pride they take from their work.

The event closed with a banquet dinner featuring retired Air Force Lt. Col. Steve Edgar. He regaled the crowd with tales of his experiences as an F-117A Stealth Fighter pilot. In 1989, Edgar was assigned to Nellis Air Force Base in Nevada, presumably to fly the

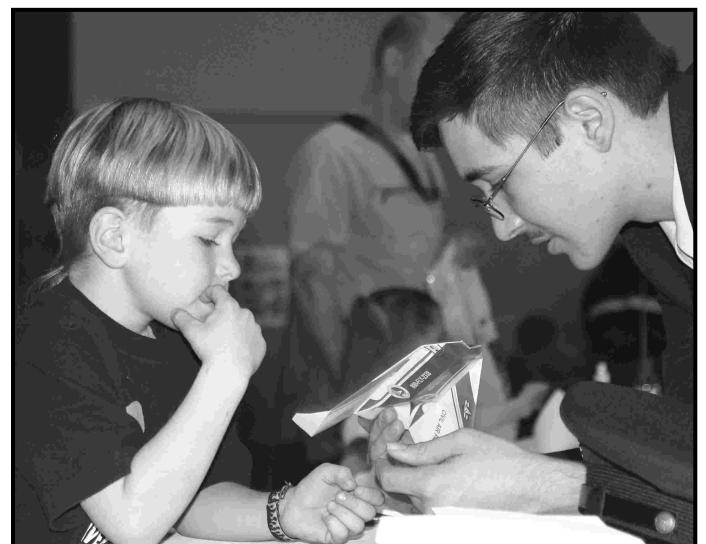
A-7 (a cover for the actual Stealth project).

Many thanks to our generous sponsors, R&M Steel Company, OK3Air, XN Avionics, and Utah Valley State College. Without the assistance of our many exhibitors we would not have been

## See Aviation Festival

Continued on page 16

**Thank you to Albertsons  
for their support of the  
children's activities during the  
Idaho Aviation Festival**



**Chaz Hogenauer, 7, learns the finer points of making a paper airplane more aerodynamic from Civil Air Patrol cadet Mark Dunn.** (Photo by Darla Christenson)





# Idaho Aviation Festival



Photographs by Frank Lester, Darla Christenson, and Tammy Schoen.



# **Pilots and Metabolic Syndrome**

**By Mike Weiss, M.D., AME, CFII and Paul Collins, M.D., AME**

How many pilots do you know who have spent thousands of dollars to get a few extra knots of cruise out of their "Bugsmasher 170?" A few extra horsepower can make a big difference climbing out of Big Creek on a summer evening. If there were a way to get improved performance out of your plane without handing over your checkbook to your A&P, you'd probably jump at the offer. Well, there is, and it will also result in improved physical performance, longevity, and legal operation of your most important piece of aviation equipment, yourself.

Metabolic syndrome is the name for a group of diseases related to obesity. It is now considered the principle cause of premature death in the US. Annual deaths of Americans associated with obesity now exceed 300,000 per year. The total cost of diseases associated with obesity was \$117 billion in 2000. One in four American adults and 44% of people over age 60 are obese. Major diseases related to obesity include diabetes, high blood pressure, high blood cholesterol, heart disease, stroke, sleep apnea and arthritis. However, despite these ominous statistics even modest reductions in weight can result in significant improvement in all these conditions.

Are you obese? The best way to answer that is to calculate your Body Mass Index (BMI): Divide your weight (in kilograms) by the square of your height (in meters). For the metrically challenged, use your weight in pounds divided by the square of your height in inches and multiply by 703. If your number is greater than 25, you are overweight. If it is greater than 30, you are obese. Negative health effects begin when your number is greater than 22. Risk of premature death increases to

25% for BMIs between 25 and 27; 50% for BMIs between 27 and 29; and 100% with a BMI greater than 30.

Weight and balance is a familiar concept to pilots; it is also important in measuring the health risk from obesity as well. Central obesity, extra weight concentrated in the abdomen and hips increases the negative health effect of obesity. Men whose waists are greater than 37 inches need to increase the BMI by 2. If the waist is greater than 40 inches, increase the BMI by 4. For women, a waist greater than 32 inches adds 2 to the BMI, and greater than 35 inches increases it by 4.

Many health professionals recommend treating blood pressure if it is greater than 130/80. If there is any family history of early heart disease or stroke, they further recommend aggressively treating even mild elevations in blood cholesterol with medication. Modern medications are expensive (taking away precious dollars from the improvement of your plane) and all have side effects.

Bariatric surgery (stomach stapling, bypasses and others) has become increasingly common. The surgery costs more than a complete upgrade of your avionics and is risky with high rates of complication and death from the surgery itself, and is often not covered by medical insurance.

For an average size pilot, a 20 pound weight loss can drop 4 from the BMI and reduce risk accordingly. It can also shorten your take-off distance by 200 feet and improve climb performance. A goal like this can be achieved within 6 months and, while it may not get you into your old jeans from high school, it will help with back

and joint pain, lower your blood pressure, blood cholesterol and triglycerides, possibly improve your sleep and energy and may make enough difference in blood sugar to either resolve diabetes or at least get one off insulin injections and control it with pills (you can get a third class medical if you have diabetes controlled with insulin, but it is a hassle). Why not get serious about weight loss?

Losing weight is difficult, but not complicated. Unless you have a personal exemption from the laws of conservation of matter and energy, it involves fewer calories in and more calories out. All of the diet plans from Atkins to South Beach, are tricks to get you to decrease your calorie intake. All of them fail when the dieter begins to eat around the diet and increases calories.

Counting calories is the best way to monitor intake. An inexpensive calorie book is usually available for sale in grocery or book stores. If you make yourself keep track of your calories (the way some pilots keep track of their flying expenses), you are almost guaranteed to lose weight.

Simpler techniques involve portion control and avoidance of extra calories. Cut your usual portion in half or in thirds and put the rest in a container for another meal. If you eat at a restaurant, share your meal or use a doggie bag. Try to get a sense of when you are full. Don't feel obligated to clean your plate. There are no "fattening foods," although fat does contain more than twice as many

**See Pilots and  
Metabolic Syndrome**

**Continued on page 7**



## Pilots and Metabolic Syndrome

Continued from page 6

calories per unit weight as protein or carbohydrate. Try to avoid snacks or eat no or low calorie snacks like celery (it takes as much energy to digest as it has calories, so it has no net calories) or rice cakes or pretzels. If you need to snack during the day, carry a snack bag with you, which will save you money and, again, control your portions. Avoid additional calories from beverages. A 32 oz big gulp drink has 500 calories, about as much as a regular hamburger. Drink plenty of water, coffee, tea, diet pop or flavored sparkling water. While alcohol technically has no calories, it is metabolized into sugar and counts as extra calories.

While aerobic exercise has additional health benefits, it is not necessary to sweat to get benefit from exercise. Any extra activity is an output of calories. Make a habit of parking as far as possible from the entrance to make yourself walk further (it is also easier to find a space). Walk along the ramp and

check out the other airplanes (watch out for the TSA). Walk up and down stairs (some people make a rule of walk up one, down two) rather than always using the elevator. Take a break during the day for a walk or go for a regular walk in the morning or evening (your dog will be happy to accompany you). Some people wear a pedometer and make sure they get a certain number of steps or distance every day. At the end of the work day, they go for a walk to get to a set goal of steps or distance. Set a modest goal and increase by 10% a week and you will be amazed at how fast you are doing serious exercise.

The only medically accepted method of guaranteed weight loss without diet or exercise is organ donation. While we have a limited number of spare parts, blood can be donated once every 2 months. A pint is

a pound and is a loss of 2000-3000 calories. Just skip the cookies and buttered popcorn afterwards (unbuttered popcorn is a good, low calorie snack). That's 6 pounds a year and equal to fasting for a week and a half.

Pilots put a lot of effort and expense into maintaining their planes and proficiency to avoid becoming an NTSB statistic. It is also possible to avoid becoming a statistic of metabolic syndrome. If anyone is able to organize the effort (and maybe some expense) to do that, it should be a pilot.

**1-800-388-4445**

**Idaho and Utah's Exclusive New  
Cessna Single Engine Aircraft Dealer**

**www.OK3AIR.com**



**Transportation Security  
Administration**

**(866) GA SECURE  
(866) 427-3287**

**Airport Security  
Hotline**

**Report all suspicious  
activity to the  
National Guard  
at 1-800-832-1985**





# WILDERNESS PARTNERS

*Wilderness is for everyone!*

*By being considerate of each other's needs, we can all get along.*

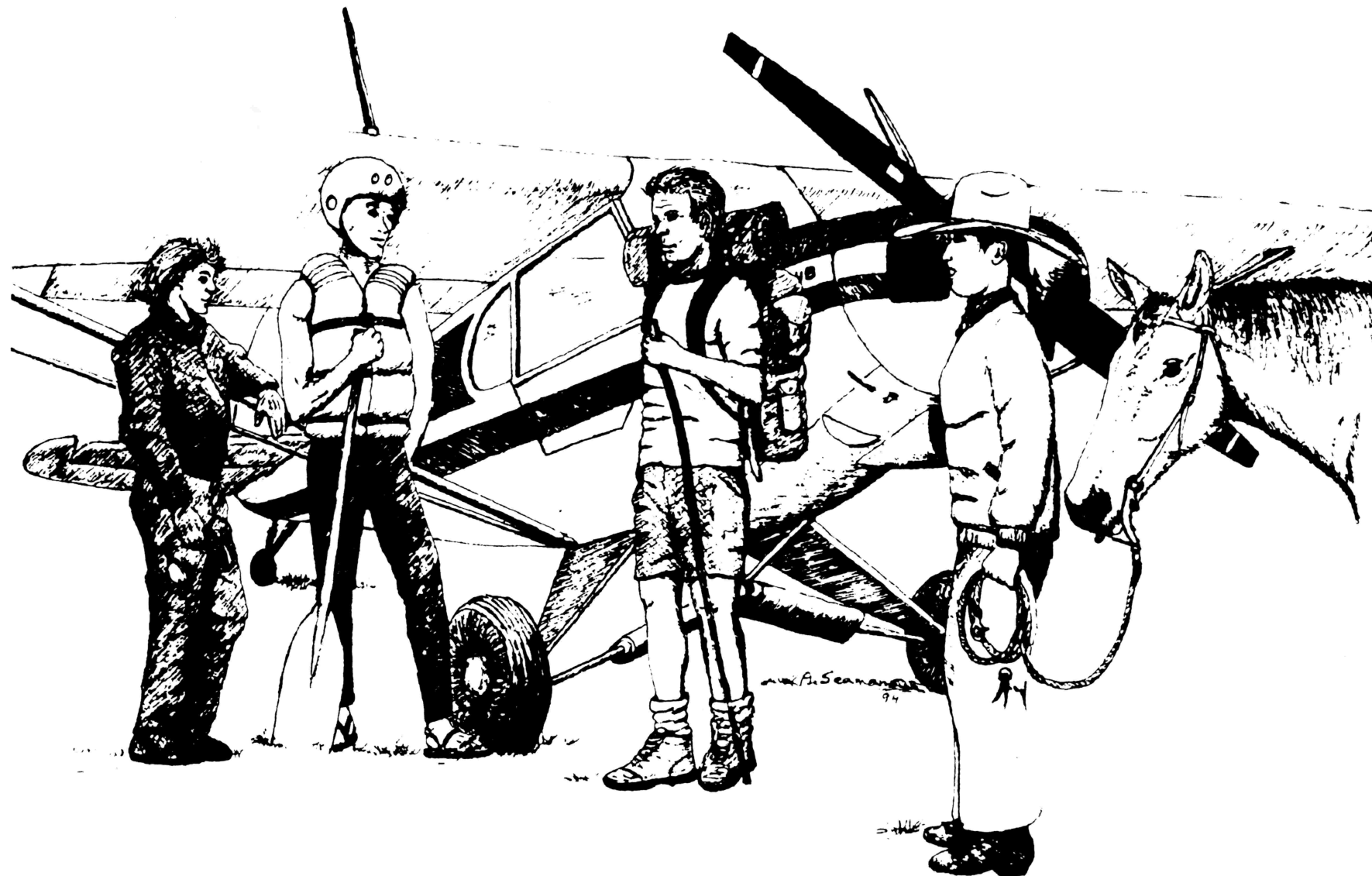
## **Backcountry Courtesy**

**By: Frank Lester, Safety/Education Coordinator**

As we prepare for a summer of inspiring and, hopefully, safe backcountry experiences, I wanted to revisit a topic I first discussed in the Fall edition of the Rudder Flutter: Backcountry Courtesy. After pointing out several examples of how we as a group are not demonstrating the professionalism, respect and courtesy expected of us as one of several user groups in our recreational areas, I thought it best to repeat what I identified as an "unwritten code of Do's and Don'ts" that we must adhere to as pilots in order to preserve not only our safety and but our right to fly there.

1. Fly to the right side of the canyon;
2. Turn on your landing lights;
3. Monitor 122.9 and make position reports;
4. Announce your intentions while in the traffic pattern and on the ground;
5. Avoid multiple takeoffs and landings;
6. Stay as high as possible except during takeoff and landing (2000 feet AGL recommended);
7. Reduce power and RPMs when safety permits;
8. Above all, be safe.

Noise is an especially sensitive issue in the backcountry. One aircraft regardless of size makes a considerable amount of noise at full power. Add to that a turbocharger and you have a potential for conflict on this issue. What about two aircraft, or three, or four, taking off in formation? It is no longer an issue, it is a confrontation. Is this necessary? What are we demonstrating with these maneuvers and to whom? **Courtesy, consideration, plain ole' common sense . . .** words we should keep in mind wherever we fly.



United States  
Department of Agriculture  
Forest Service

Idaho Division of Aeronautics  
*In memory of a fine aviator, Susan Schroeder*

Idaho Aviation Association







# **Aviation Career Education**

## **A C A D E M Y**

# **Come Join the Fun!**

*Learn more about the many aviation careers that await you*



## **June 27-30, 2005**

**Contact the Idaho Division of Aeronautics for more information**

208-334-8775; 800-426-4587 (in Idaho only); [www.itd.idaho.gov/aero/aerohome.htm](http://www.itd.idaho.gov/aero/aerohome.htm)

**Applications Must Be Postmarked by May 30, 2005**

# WWII Airplane Ride Opportunity!

Warhawk Air Museum's "Warbird Invitationals" Coming This Summer

**Donations/Sponsorships Available**



## Help Bring These Historic Warbirds To Idaho

Help sponsor these events for a minimum of \$600 and have an opportunity to fly free in a P-51 Mustang or a Curtiss P-40, **OR** help sponsor these events for a minimum of \$300 and have an opportunity to fly free in a WWII trainer!

### **May 14 & 15 — Navy Days**

Watch vintage warbirds fly, speakers, family activities and military displays.

### **June 11 & 12 — P-51 Mustang Invitational**

Come see flying P-51 Mustangs P-40's, AT-6's and more - family activities and military displays

### **August 13 & 14 — B-25 Mitchell Bomber Invitational**

B-25s will be gracing the skies over Nampa.

Guest speaker will be Jonna Hoppes, granddaughter of Jimmy Doolittle.

The Warhawk Air Museum is very excited about the Warbird Invitationals planned for 2005. This is a chance to see, hear, and experience history. General admission to the Invitationals is \$8.00 for adults, \$6.00 for seniors and children ages 4 - 9.

**For information call (208) 465-6446**

\*Proceeds from the "Warbird Invitationals" will support the museum's education program and exhibits.



# Carey, Idaho – circa 1948-49

The last issue of the **Rudder Flutter** included an article on President Truman's dedication of the Carey Airport. Paul Olsen shares photographs from this event and other early airshows.



Photographs courtesy of Paul Olsen





# Calendar of Events

## MAY

- 5 **Idaho Airport Manager's Association Meeting**, Sun Valley, Lisa Emerick, [lisae@sunvalley.net](mailto:lisae@sunvalley.net)
- 7 **2-day LEGO Mini-workshop – Gear Train**, Nampa, Warhawk Air Museum, Kellie Dean, 465-6446
- 7 **Vale, Oregon, Antique Car and Aircraft Rally**, Top Fun Flyers, Steve Clements, 208-323-1585
- 14-15 **Navy Days** – Warbirds will take to the sky and there will be activities for all ages, Nampa, Warhawk Air Museum, Kellie Dean, 465-6446
- 21 **Idaho City Fly-In Breakfast**, Top Fun Flyers, Steve Clements, 208-323-1585
- 28-29 **Smiley Creek Fly-In**, IAA, Bill Angel, 208-389-7896

## JUNE

- 2-5 **Challis River of No Return Mountain Flying Clinic**, Bob Plummer, 208-879-5900
- 4 **Sunrise Skypark Fly-In**, Top Fun Flyers, Steve Clements, 208-323-1585
- TBA **Wood River Chicken Drop**, Top Fun Flyers, Steve Clements, 208-323-1585
- 6-10 **LEGO Summer Camp**, Nampa, Warhawk Air Museum, Kellie Dean, 465-6446
- 11-12 **P-51 Invitational**, Warhawk Air Museum, Kellie Dean, 465-6446
- 11 **Open House and Fly-In Breakfast**, Gooding Airport, Gooding Airport Flyers Association, Kit John, [foreverflyingkit@onewest.net](mailto:foreverflyingkit@onewest.net)
- 12 **IAA Fly-In Breakfast, Garden Valley**, Jerry Terlisner, 208-859-7959, [jtflys@att.net](mailto:jtflys@att.net)
- 17-18 **Cessna 180/185 Club**, Garden Valley, Jim Davies, 462-5204
- 17-19 **IFMAF**, Johnson Creek, Larry Cobb, 208-462-3985
- 18-19 **Father's Day Fly In**, Smiley Creek, Gary Thietten, 731-4061, [gary@idahohomehealth.com](mailto:gary@idahohomehealth.com)
- 18-19 **"Thunder Over Nampa," BBQ and Breakfast**, Top Fun Flyers, Steve Clements, 208-323-1585
- 20-24 **McCall Mountain/Canyon Flying Seminars**, Sulphur Creek, Lori MacNichol, 208-634-1344
- 21-28 **LEGO Mini-workshop**, Warhawk Air Museum, Kellie Dean, 465-6446
- 21 **Summer Solstice Flight**, Top Fun Flyers, Steve Clements, 208-323-1585
- 27-29 **Aviation Career Education (ACE) Academy**, Boise, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587
- 28 to July 1 **McCall Mountain/Canyon Flying Seminars**, Lori MacNichol, 208-634-1344

*Email your event information to [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov) for inclusion in the Rudder Flutter and the Aeronautics website.*

## JULY

- 2-4 **Council 4th of July Celebration**, Top Fun Flyers, Steve Clements, 208-323-1585
- 5-8 **McCall Mountain/Canyon Flying Seminars**, Lori MacNichol, 208-634-1344
- 6-10 **Arlington, Washington, EAA NW Fly-In**, Top Fun Flyers, Steve Clements, 208-323-1585
- 8-11 **Quiet Birdmen**, Johnson Creek, John Davi, [jdavi@pacbell.net](mailto:jdavi@pacbell.net)
- 11-15 **LEGO Summer Camp**, Nampa, Warhawk Air Museum, Kellie Dean, 465-6446
- 12-15 **McCall Mountain/Canyon Flying Seminars**, Lori MacNichol, 208-634-1344
- 15-17 **Cessna 180/185 Club**, Johnson Creek, Al Hewitt, 253-941-3052
- 18-22 **McCall Mountain/Canyon Flying Seminars**, Sulphur Creek, Lori MacNichol, 208-634-1344
- 19 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum, Kellie Dean, 465-6446
- 22-24 **IAA Fly-In**, Cavanaugh Bay, Wayne Thiel, 208-939-8645
- 26 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum, Kellie Dean, 465-6446
- 29-31 **Garden Valley Overnighter**, Top Fun Flyers, Steve Clements, 208-323-1585
- 29-31 **Wilderness Within Reach**, Johnson Creek, Joe Corlett, 208-336-1097

## AUGUST

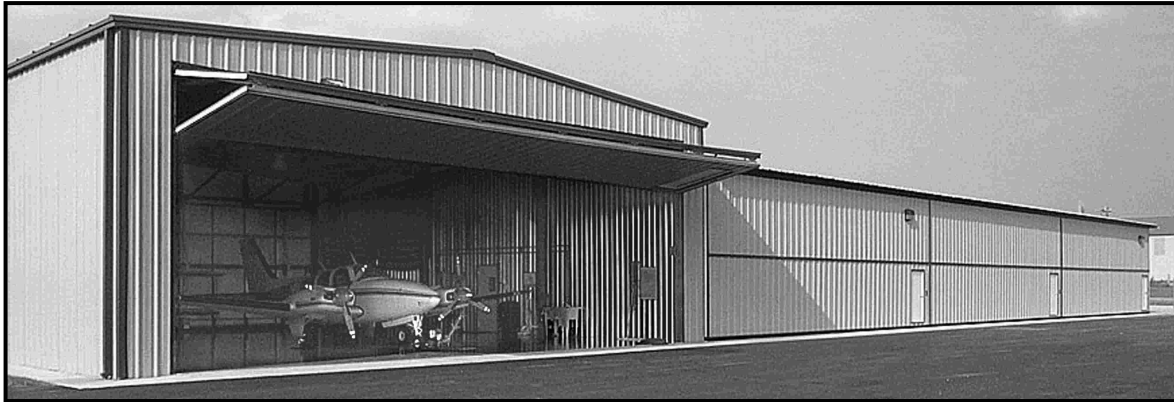
- 1-5 **LEGO Summer Camp**, Nampa, Warhawk Air Museum, Kellie Dean, 465-6446
- 9 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum, Kellie Dean, 465-6446
- 13 **Smith Prairie Flight**, Top Fun Flyers, Steve Clements, 208-323-1585
- 12-14 **McCall Family Fly-In**, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587 or 208-334-8776, [www.familyflyin.net](http://www.familyflyin.net)
- 13-14 **B-25 Invitational**, Nampa, Warhawk Air Museum, Kellie Dean, 465-6446
- 16 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum, Kellie Dean, 465-6446
- 20-21 **Garden Valley Flight**, Top Fun Flyers, Steve Clements, 208-323-1585
- 23 **LEGO Mini-Workshop**, Nampa, Warhawk Air Museum, Kellie Dean, 465-6446

## SEPTEMBER

- 3-5 **Labor Day Weekend, Donnelly**, Top Fun Flyers, Steve Clements, 208-323-1585
- 23-26 **Alvord**, Top Fun Flyers, Steve Clements, 208-323-1585

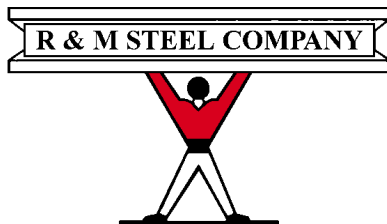


# *R & M Steel Company*



Website - [www.aviationbuildingsystem.com](http://www.aviationbuildingsystem.com)

- Individual Hangars
- Corporate Hangars
- Maintenance Hangars
- Electric Bi-Fold Doors
- Shade Ports
- T-Hangars
- FBO Facilities



*Aviation Building Systems*

P.O. Box 580 • Caldwell, ID 83606

**208-454-1800**

TOLL FREE (PHONE) **1-866-454-1800**

TOLL FREE (FAX) **1-866-454-1801**

## **HERE YE! HERE YE!**

### **2005 Idaho Airport/Facility Directory**

#### **Now Available On CD!!!!**

**Soon to be available at: [www.itd.idaho.gov/aero](http://www.itd.idaho.gov/aero)**

Some pilots received their copies at the recent Idaho Aviation Festival.

Updates and changes are currently being made based on feedback we have received.

**ALL IDAHO REGISTERED** pilots will receive an updated copy beginning the end of April.

## **HERE YE! HERE YE!**



# The Rudder Flutter is Now Accepting Advertising!

SIZE RATE	Per Issue	1 Year (4 Issues)
1/8 page	\$ 45.00	\$150.00
1/4 page	\$ 80.00	\$280.00
1/2 page	\$145.00	\$525.00
Full page	\$250.00	\$900.00

**Sorry, no classifieds!**

Send high resolution digital copy (.jpg, .tif, .eps) electronically to  
[tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov) or the original copy to:

**The Rudder Flutter Advertising**  
**3483 Rickenbacker St**  
**Boise, ID 83705**

Please make checks payable to: The Idaho Division of Aeronautics. We also accept Visa or Mastercard. Contact Tammy at 208-334-8775 or 800-426-4587 (in Idaho only).

## NAVY DAYS

*At The Warhawk Air Museum – A Family Affair*

**MAY 14 & 15 – 10:00 AM to 4:00 PM**

**Airplanes that will be on display and fly are:**

**TBM AVENGER**

**NORTH AMERICAN SNJ**

**NAVY N3N**

**GRUMMAN FM2 WILDCAT**

**DOUGLAS SKYRAIDER**

**F4U CORSAIR**

**CURTISS P-40E**

**CURTISS P-40N**

*Sponsorship flights are available on some airplanes.*

*Call for information 465-6446*

*Airplanes, Navy exhibits and speakers, "Museum Comes Alive" through living characters in costume, family activities for all ages.*

**\$8.00 General Admission**

**\$6.00 Kids and Seniors**

**Children 3 and under free**





# McCall Family Fly-In



**August 12-14, 2005**  
**McCall, Idaho**

**Mark your  
calendars for the  
2005 McCall  
Family Fly-In!**

## **Events Include:**

- Fly-bys and Air Performances • Seminars
- Static Displays • Children's Activities
- Free Children's Flights • Meal Functions
- Demonstrations • Dutch Oven Cooking Classes • Family Activities and Tours
- Community Events • Evening Events



*Present this advertisement  
and receive **TRIPLE**  
**AVTRIP** points!*

### **At the Airport...**

- Crew Cars
- Rental Cars at FBO
- Hotels
- Catering Upon Request
- Maintenance
- Quick-Turn Refuel Service
- Full ILS Runway 21
- GPS/VOR Approach Runway 3
- Unobstructed Arrival & Departure
- Large Ramp/Hangar Available

- Piston & Turbine Aircraft Charter in Boise, Pocatello and Idaho Falls.
- Comprehensive Flight Training in Pocatello and Idaho Falls.

**Avcenter**

Pocatello, Idaho • 122.95  
Phone (208) 234.2141  
Fax (208) 233.3979  
[www.avcenter.com](http://www.avcenter.com)



**Idaho Division of Aeronautics  
3483 Rickenbacker / PO Box 7129  
Boise, ID 83707-1129**



**PRSR STD  
US POSTAGE  
PAID  
BOISE, IDAHO  
PERMIT NO. 143**

**ADDRESS SERVICE REQUESTED**

## ***Aviation Festival***

**Continued from page 4**

successful. A big thanks also goes out to the speakers and volunteers who gave their time to ensure that we had so many excellent seminars and family activities. Your efforts are deeply appreciated. And finally, a most important THANKS to you, the Festival attendees, without whose participation there would be no Idaho Aviation Festival.



***Aviation Festival***



**Teacher Aviation Workshop attendees on a tour of the National Guard facilities.**  
(Photo by Richard Klein)

